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# MID-WEEK PICTORIAL



ON TO JERUSALEM  
CRUSADERS OF 1917--  
BRITISH TROOPS IN  
THE VICINITY OF  
JERUSALEM.

(© Underwood & Underwood.)

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## A Flashlight on Some Aspects of the War

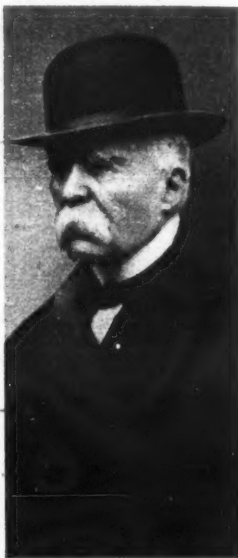
FOR hundreds of years (though no man may say just how long) the Holy Sepulchre at Jerusalem has been a shrine of pilgrimage for devout Christians. According to the accounts preserved in the New Testament, Jesus was crucified near the city, but outside its walls, at a spot called Golgotha. (an Aramaic word meaning "skull," which in Latin became Calvaria, whence our English word "Calvary;") and his body was placed in a new sepulchre in a garden, which "was nigh at hand" (John xix., 41-42.) Those accounts are not full enough or definite enough to be of very great help toward identification of the spot now, because the City of Jerusalem has undergone many and great changes since the time of Jesus. But for many centuries the traditional site of both Golgotha and the Tomb has been covered by the Church of the Holy Sepulchre, which stands some 500 yards west of the northern part of the temple area and well within the walls of the modern city of Jerusalem. There Constantine the Great built a beautiful church on the spot supposed to be the place of Resurrection. From the capture of Jerusalem by Titus, in 70 A. D., until the rebellion of Bar-Cochba, in 132-135, the city had lain in ruins. Hadrian rebuilt it, having put down that rebellion, gave it a Latin name, and forbade the Jews to enter the city. A shrine to Jupiter was built on the site of the temple; and on that of the supposed tomb of Jesus a temple to Venus. Perhaps a hundred years later the holy places of Palestine began to attract pilgrims. When the Roman Empire became nominally Christian under Constantine (A. D. 325) such pilgrimages rapidly grew in popularity. The Emperor, probably urged on by his mother Helena, determined to rescue the holy places from oblivion. Undoubtedly he was guided by the traditions then current, and when his workmen began to remove the accumulation of rubbish from the site they came upon a tomb hewn in the rock. Naturally, this was accepted as miraculous guidance and proof that they had found the Holy Sepulchre. Constantine built a magnificent church, 475 feet long; and ten years after its foundation this was dedicated in 336 by the Synod of Tyre. It remained intact until the year 614, when it was destroyed by the Persians under Chosroes II. Ten years later, the Emperor Heraclius having driven out the Persians, the church was rebuilt, with variations, by Modestus, Bishop of Jerusalem. This structure was demolished in 1010 by Hakim, Caliph of Egypt. In 1048 with the help of the Byzantine Emperor it was restored, again with changes of plan. In 1140 the Crusaders began rebuilding on a larger scale, and the new church was dedicated on July 15, 1149, but it was not completed till 1168. The Church of the Crusaders was destroyed in 1244, but was again rebuilt about the year 1300. Extensive alterations to this structure were made in 1555, and again in 1719. It was damaged by fire in 1808, and was restored by the Greeks and Armenians in 1810. Since that date it has had no serious alterations, but in 1868 its dome was renewed through the co-operation of Napoleon III. and Alexander II. of Russia. In the course of the Crusades the order of the Knights of the Holy Sepulchre was formed for the purpose of pro-



The Tomb of Christ.  
(Press Illustrating Service.)

tecting the burial-place of Christ and to befriend pilgrims to the holy places. When the Turks took possession of Jerusalem the knights left Palestine and settled in Perugia, in central Italy.

**G**EORGES CLEMENCEAU has been a name familiar in French politics for nearly half a century, but mostly as an independent and vigorous critic. Born seventy-six years ago, he came to the United States and spent five years here before he returned to France in 1870. When the Third Republic was proclaimed he was elected Mayor of Montmartre (Paris) and a member of the National Assembly. He was thrown out of office by the Commune, but later became a member of the Chamber of Deputies, a strong supporter of Gambetta, and leader of the extreme radical wing. He was Premier for the first time from October, 1906, to July, 1909. After the outbreak of the war he set himself up as censor of Governmental inefficiency, and attacked the administration in the columns of his newspaper, *Le Libre Homme* (The Free Man.) The Government suppressed it, whereupon Clemenceau issued *L'Homme Enchaîné* (The Man in Chains). But once more, since Clemenceau is again Premier, the paper is *Le Libre Homme*. He no longer ranks as a radical, but as one of the most determined of the "bitter enders" among the allied statesmen. Apart from politics he is a journalist of distinction, and like nearly every one in Paris journalism he can plead guilty to having produced a play. Despite his age he shows no sign of lessened vigor or courage.



Georges Clemenceau.  
(© Underwood & Underwood.)



The Church of the Holy Sepulchre.

**E**CUADOR, the latest country to break diplomatic relations with Germany, had been on the verge of such a rupture for two months before the step was actually taken on December 8. Last October when Peru dismissed Dr. Perl, the German Minister in Lima, who was also the accredited Minister to Ecuador, that diplomat intimated that he would take up his residence at Quito, the capital of Ecuador; but immediately it was announced by Ecuador's

Secretary of Foreign Affairs that he would not be received by that Government. The word "Ecuador" is the Spanish for equator, and the country was so named because the equator crosses it. It is one of the smaller republics of South America, occupying a triangular segment of land on the western side of the continent, lying between Colombia and Peru, with the base of the triangle on the Pacific and its apex pointing inland. It has a seacoast of more than 300 miles, and an area of about 118,000 square miles: that is, equal to the combined area of the States of New York, New Jersey, Pennsylvania, Maryland, and Delaware. From north to south the country is crossed by two parallel ranges of the Andes, some of the principal peaks of which, situated in Ecuador, are Chimborazo, towering 20,498 feet above sea level; Cotopaxi, 19,613 feet; Antisana, 19,335 feet; Cayambe, 19,186 feet; and Cotacachi, 16,301 feet. In the coast region and the eastern plains the climate is tropical, but in the elevated valleys of the Andes the temperature is moderate, a sort of perpetual Spring. The snow-line is very high, and human habitations are met with at 13,300 feet. The population of Ecuador is estimated at about 1,500,000, of which the aboriginal race of Indians constitutes fully two-thirds. There are about 100,000 whites, and 400,000 of mixed origin. The natural resources of the republic have hardly been touched. The rubber tree is plentiful, and the collecting of rubber and planting of rubber trees is a growing industry. Almost the only manufacture known is that of Panama hats, and the straw braid of which they are made. If there ever were any records of the early history of the country, they were destroyed by the Spaniards. There are cherished traditions that centuries before the coming of the Europeans a strong kingdom called Quito flourished there, and that it was overthrown in the tenth century by a coast people, the Caras, the Kings of which occupied the throne until 1475, when, after long and desperate resistance, they were defeated by the Inca armies of Peru led by Huayna Capac the Great. He added Ecuador to his dominions and established his capital at Quito. At his death his realm was divided between his two sons, Huascar taking Peru, and Atahualpa reigning at Quito. The brothers soon fell out, and war after war was waged until Huascar was overthrown in 1532. In the next year the Spanish conqueror Pizarro seized Atahualpa and put him to death; and the vast territories of Inca were added to the Spanish empire. Ecuador remained subordinate to the viceroy of Peru until the great revolution which freed South America from Spanish rule. The



South America and the War.

defeat of Spain at the battle of Pichincha in 1822 liberated the Province of Quito, which then joined with New Granada and Venezuela in forming the Republic of Colombia under the auspices of Bolivar. In 1829 Venezuela withdrew from the confederation, and in 1830 the independent Republic of Ecuador was constituted. Since her establishment the little country has had many revolutions and has warred on her neighbors, Peru and Colombia, but has maintained her independence.



## Winter in the Trenches at Our Training Camps



DESPITE THE SNOW WHICH HAS FALLEN AT MANY OF THE TRAINING CAMPS IN THE UNITED STATES, THE WORK OF PREPARATION FOR SERVICE IN FRANCE GOES ON WITHOUT INTERRUPTION. THE PHOTOGRAPH PRESENTS A TYPICAL SCENE AT ONE OF THE CAMPS.

(© 1917 Committee on Public Information.)

## America's New Armies Face the Rigors of the Winter



A DUGOUT USED BY MEN ON GUARD DUTY OR ABOUT TO RELIEVE  
THOSE WHO ARE ACTING AS OUTPOSTS.



AT A CAMP "SOMEWHERE IN THE UNITED STATES"—A BRIDGE BUILT BY ENGINEERS,  
ENTRANCES TO TRENCHES, AND SENTRIES' DUGOUT.



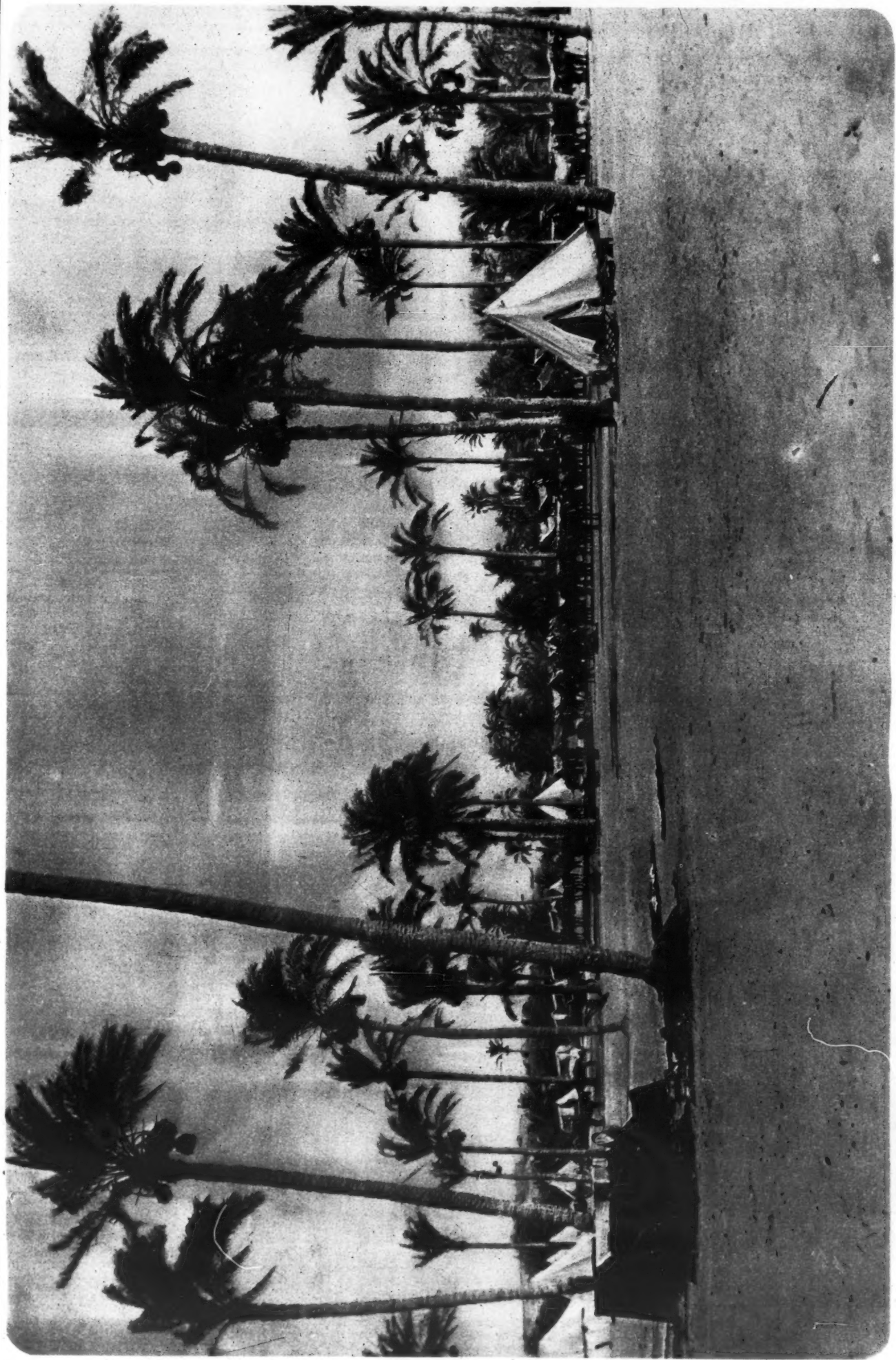
# as They Enter the Latest Stage of Their Training



REMINISCENT OF THE BRITISH DUGOUTS ON THE ANCRE DURING THE WINTER OF 1915-16,  
BUT THESE ARE OUR OWN MEN WHO ARE STILL IN TRAINING AT HOME.



TROOPS IN TRAINING MAKING A SORTIE ACROSS THE SNOW-COVERED GROUND—  
A FORETASTE OF WINTER WARFARE IN EUROPE.



THE INVASION OF PALESTINE: BRITISH CAVALRY RESTING AT EL ARISH.

(Egyptian Official Photograph from Underwood & Underwood.)



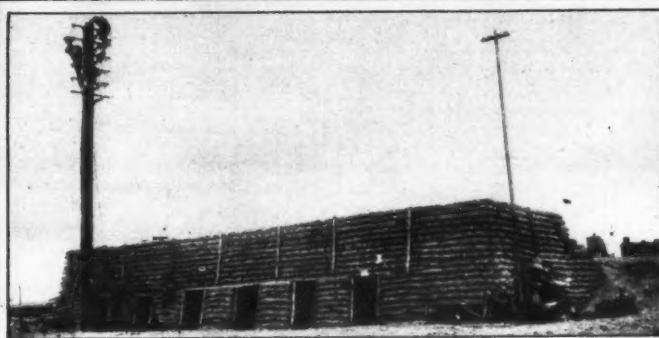
# Warfare in the Heat and Sand of Palestine



WITH the British in possession of Jerusalem, the first stage of the expedition from Egypt has accomplished its purpose. As soon as Turkey entered the war, it was certain that an attempt would be made to wrest the Suez Canal from the British and thus cut one of the chief arteries of Britain's world trade and imperial communication. But the Turks had to cross a waterless desert varying from 120 to 150 miles in width which separated Syria from the canal. A large army could not be transported, and the first attack was made by a force not nearly large enough for the purpose. In the fighting which took place on the canal banks in the early days of February, 1915, the Turks were

MACHINE GUN POSITIONS TAKEN UP DURING THE MARCH ACROSS THE DESERT.

(British Official Photograph from Underwood & Underwood.)



MODERN TELEPHONE EXCHANGE CONSTRUCTED OF SANDBAGS ON THE BRITISH FRONT IN PALESTINE.

(British Official Photograph from Underwood & Underwood.)

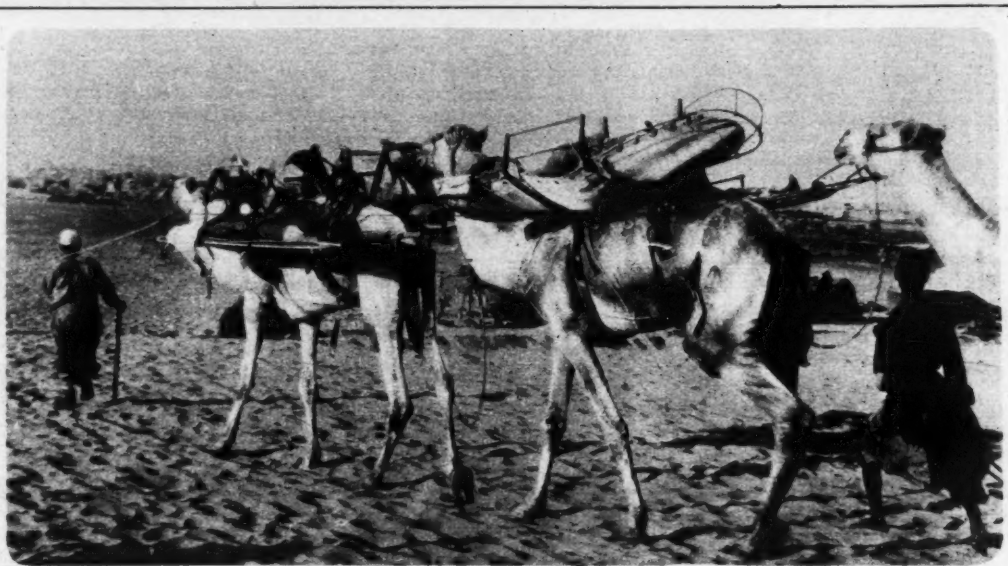
beaten back with heavy losses. Another attack was made in August, 1915, by a Turkish force, 14,000 strong, under the German General von Kressenstein, but it was defeated decisively by British territorials and Australian cavalry. The British meanwhile began to prepare for offensive, instead of defensive, operations; that is, to invade Palestine. This meant more than a year's work, building railroads, constructing pipe lines and roads, and establishing communications across a hundred miles of sandy desert. There was a certain amount of spasmodic fighting, but the first important battle did not take place until April, 1917, when the British gained a victory at Gaza. But the Turks were prepared with intrenched positions to fall back on, and there they remained until the end of the Summer, when the British expedition



THE BATTLEFIELD OF OHRATINE, WHERE AUSTRALIAN AND NEW ZEALAND TROOPS GAINED AN IMPORTANT VICTORY OVER THE TURKS. IN THE FOREGROUND IS A COLUMN READY TO MOVE FORWARD, AND IN THE BACKGROUND A LONG LINE OF CAMELS ALREADY ON THE MOVE.

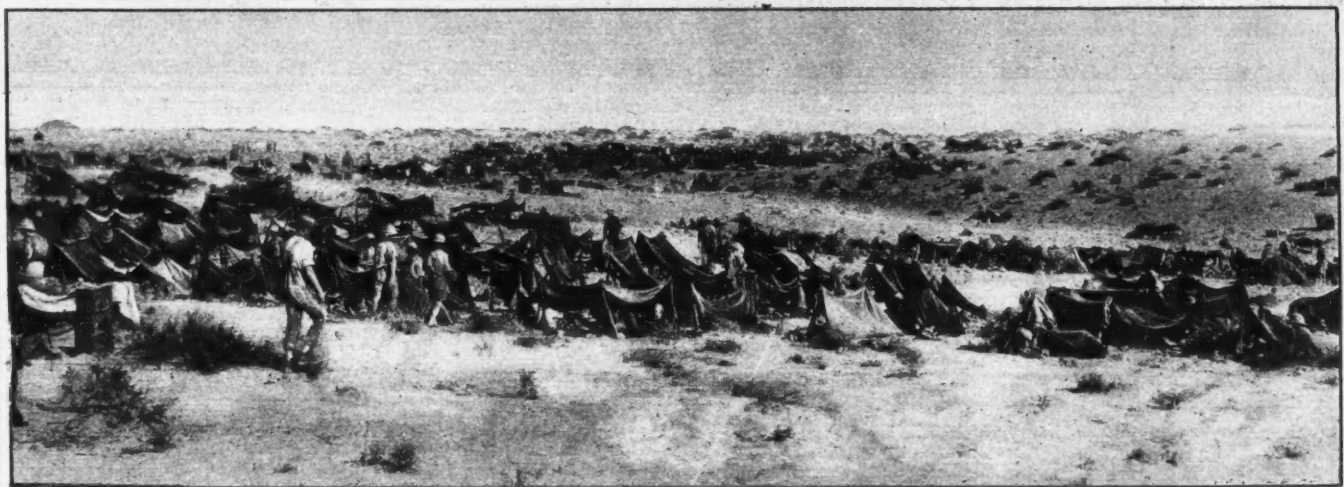
(British Official Photograph from Underwood & Underwood.)

was resumed with new vigor. There has been severe fighting, but the British have advanced steadily, and it now seems that the Turks are no longer able to make any big effort to hold Palestine. The problem of transportation has been solved by building railroads and by the use of camels, the adequate supply of which is due to Lord Kitchener, when over twenty years ago he conquered the Sudan. Egypt proper raises large numbers of sturdy, weight-carrying camels, but the greater portion of those used between the Suez Canal and the Palestine border across the Sinai Desert come from the Sudan. As soon as Turkey became a belligerent and it became certain that the British would have to carry the war into the enemy's country, the army authorities in Egypt began to mobilize the camel resources of the Egyptian Sudan and organize units for transport work and as substitutes for cavalry. English draft horses, however, have also been used for certain transport work, and, contrary to expectation, have stood the intense heat extremely well.



CAMELS CARRYING WOUNDED MEN ACROSS THE DESERT IN PALESTINE. AS WELL BE NOTICED, EACH CAMEL HAS A STRETCHER STRAPPED ON EITHER SIDE.

(Central News Photo Service.)



ABOVE—A BRITISH CAMP IN THE DESERT IN PALESTINE, WHICH THE INVADING ARMY HAD TO CROSS BEFORE IT OCCUPIED THE LESS ARID AND MORE POPULOUS REGIONS IN THE NEIGHBORHOOD OF JERUSALEM. THE LOOSE SAND AND THE INTENSE HEAT COMBINE TO PRODUCE DISCOMFORT THAT IS EXTREMELY TRYING TO THE TEMPER.

(British Official Photograph from Underwood & Underwood.)



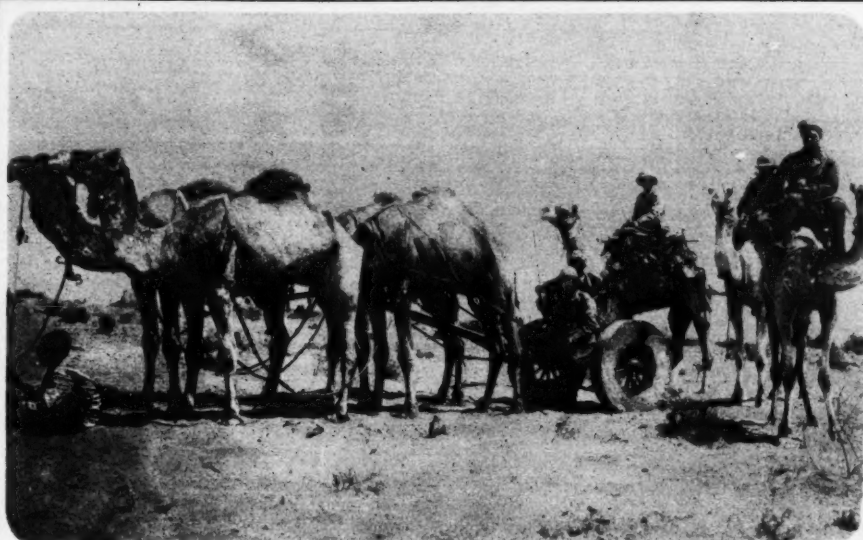
AT LEFT—THE DESERT SMITHY WHICH IS NOT SHELTERED BY A SPREADING CHESTNUT TREE, BUT IS EXPOSED TO THE FULL RAYS OF THE TROPICAL SUN. A BRITISH SOLDIER IS DOING THE BLACKSMITH'S WORK WITH THE ASSISTANCE OF AN EGYPTIAN NATIVE.

(Central News Photo Service.)



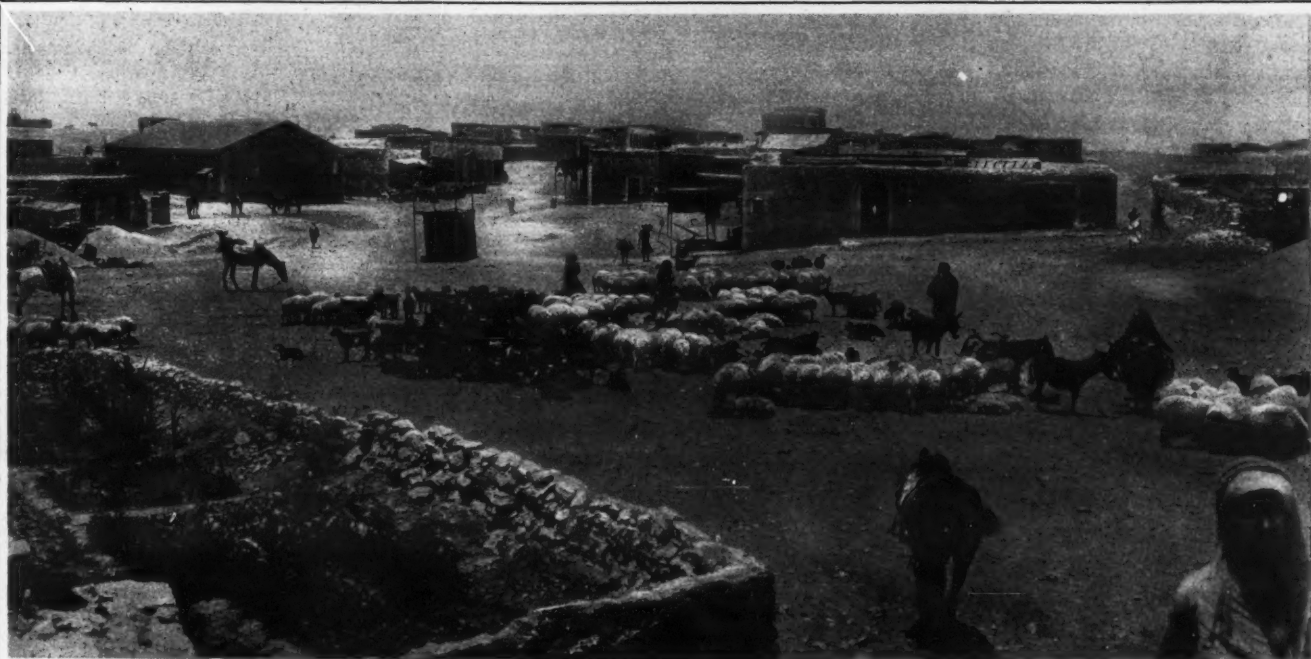
AT RIGHT—  
THE BRITISH  
CAMEL CORPS  
LAYING TELE-  
PHONE LINES  
IN THE  
DESERT.  
THE LINES  
ARE UNROLL-  
ED FROM THE  
CHARIOT  
WHICH IS  
HAULED BY  
FOUR  
CAMELS.

(British Official  
Photograph from  
Underwood &  
Underwood.)



BELOW—THE  
TOWN OF  
BEERSHEBA,  
WHERE THE  
TURKS MADE  
A STAND  
AGAINST THE  
BRITISH  
EXPEDITION-  
ARY FORCE.  
AS SOON  
AS BEERSHEBA  
AND GAZA  
WERE CAP-  
TURED THE  
WAY WAS  
OPEN FOR THE  
ADVANCE ON  
JERUSALEM.

(British Official  
Photograph from  
Underwood &  
Underwood.)

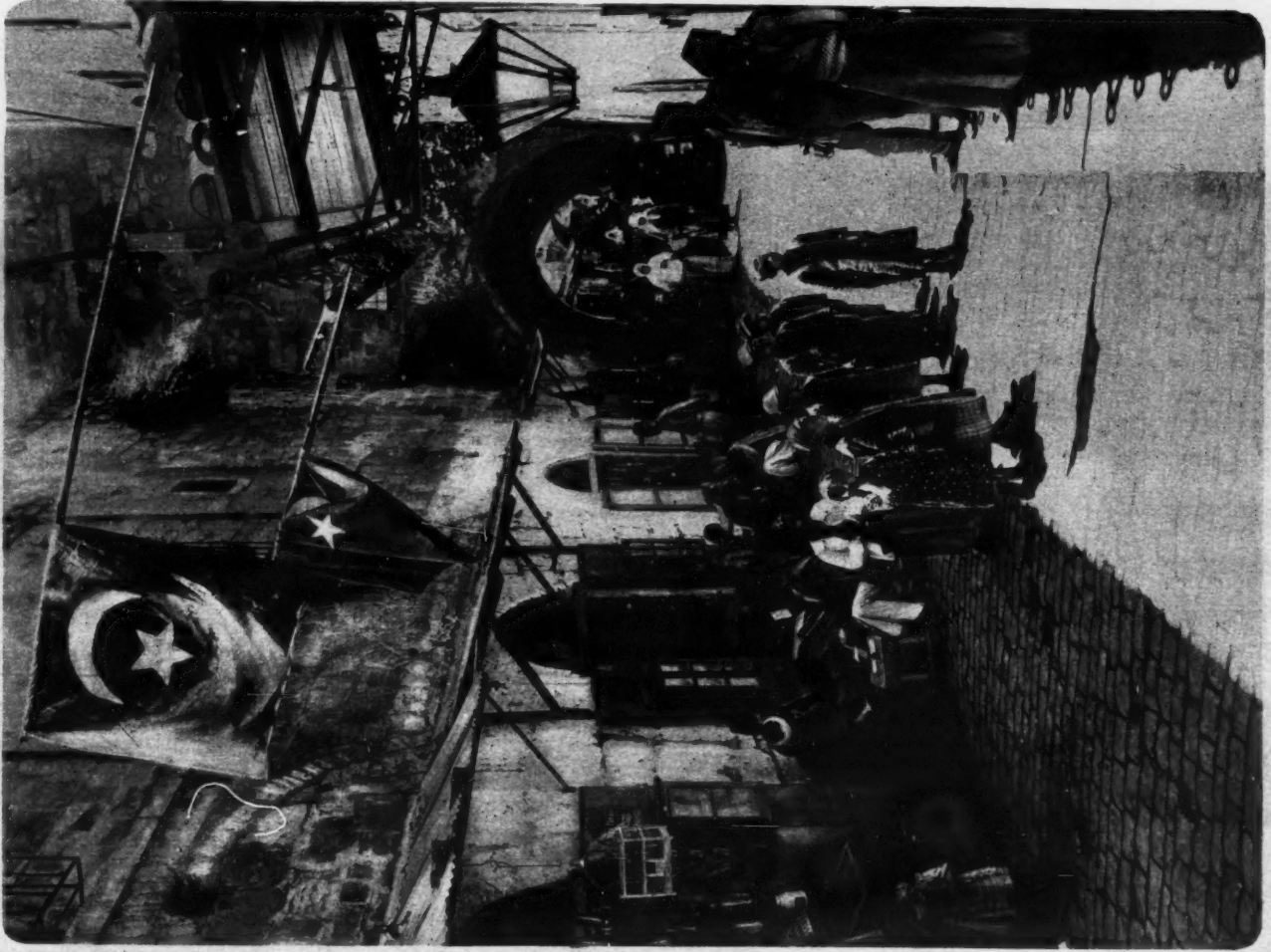


BRITISH STRETCHER-BEARERS AT WORK DURING THE INVASION OF PALESTINE. THE PHOTOGRAPH GIVES A GOOD IDEA OF THE WAY THE SOLDIERS DRESS FOR THE CLIMATE.

(British Official Photograph from Underwood & Underwood.)



Money Changers Are as Much in Evidence in Present-Day Jerusalem as in Ancient Times. This Photograph Shows a Money Changer's Booth at the Jaffa Gate.



A Typical Street Scene in Jerusalem, but with the British in Occupation the Turkish Flag—the Crescent and the Star—It Is Certain, Has Now Been Replaced by the Union Jack.



# Modern Civilization in the Ancient Capital of Israel



Above—A recent photograph of Jerusalem which was taken from the Tower of David at the Jaffa Gate, giving an eastward view of the centre of the city. In the background is the Mount of Olives crowned by a modern Russian tower. In the centre is the Dome of the Rock, or the Mosque of Omar, the site of Solomon's Temple. Just behind it is the Garden of Gethsemane. The new pointed tower at the left belongs to the Church of St. John, the headquarters of the Knights of St. John during the Crusades, and until the British occupation the property of the German Government. Winding up the Mount of Olives are seen the three narrow paths which lead to Bethany. In the immediate foreground are the business centre and the principal street. On the left side of the street stands the Deutsche Palästina Bank and next to it the Central Hotel, well known to all tourists.

(© Underwood & Underwood.)



THE DAMASCUS GATE, THE BEST PRESERVED OF THE GATES OF JERUSALEM.

(© Brown & Benson.)

the typical scene in Jerusalem, but with the British in Occupation the Turkish Flag—the Crescent and the Star—it is Certain, Has Now Been Replaced by the Union Jack.

(© Underwood & Underwood.)

Ancient Times. This Photograph Shows a Money Changer's Booth at the Jaffa Gate.

# Jerusalem, the Holy City of Christendom, Now in the Possession of th



A BIRDSEYE VIEW OF JERUSALEM FROM THE MOUNT OF OLIVES

(C) Brown & Watson



# n of the British Army After a Successful Advance in Palestine



OF LIVES. ITS CAPTURE WAS ANNOUNCED ON DEC. 10, 1917.





♦ GERMAN BLOCKHOUSE NEAR PASSCHENDAELE AT THE MOMENT OF BEING STRUCK BY A 15-INCH HOWITZER SHELL. ♦

(Photo found on a German 03/11/17.)

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## Vivid Glimpses of the Effect of Big-Gun Fire



MAIN STREET OF A ONCE  
THRIVING TOWN IN FRANCE,  
RECAPTURED BY THE  
BRITISH.

(British Official Photo, from Underwood  
& Underwood.)

WHEN the big guns begin to thunder at the front to prepare the way for an offensive or to disperse the forces concentrated by the enemy, all obstacles in the line of fire are swept away by the tremendous projectiles hurled by the largest artillery pieces ever used in mobile warfare. When such gunfire is necessary in a territory as closely populated as Northern France, the damage done to houses and cultivated land results in complete devastation. There have been instances of villages being absolutely obliterated so that scarcely whole bricks were left. It was this effective artillery work which forced the Germans to abandon their field trenches and resort to defenses constructed with reinforced concrete. The stronger these defenses become, the more powerful are the guns made to destroy them, and we have already heard of a new French gun with a calibre of slightly over twenty inches—the biggest gun ever used in the field, though not the biggest in fixed position such as coast defenses or fortresses. It will require some hard work on the part of the enemy to construct defenses capable of withstanding the destructive power of such weapons.



EFFECTIVE SHELL FIRE REDUCED THIS FORMIDABLE GERMAN OBSERVATION POST TO THE  
CONDITION SHOWN IN THIS PHOTOGRAPH.

(British Official Photo, from Underwood & Underwood.)

# The Perilous Labors of the Allied Navies in Reducing



GERMAN SUBMARINES, WHICH WERE CAPTURED BY THE FRENCH WITH STEEL CABLE NETS IN THE BAY OF BISCAY, LYING IN A FRENCH PORT.



A TRAWLER IN THE SERVICE OF THE BRITISH NAVY WHICH STRUCK A MINE AND HAD ITS BOWS BLOWN OFF.

(Photo from Underwood & Underwood.)



## the Havoc Done by German Submarines and Mines



BRITISH SAILORS PREPARING NETS AND MINES TO DESTROY SUBMARINES. THEY ARE COVERING GLASS FLOATS WITH WIRE NETTING.

(Central News Photo Service.)

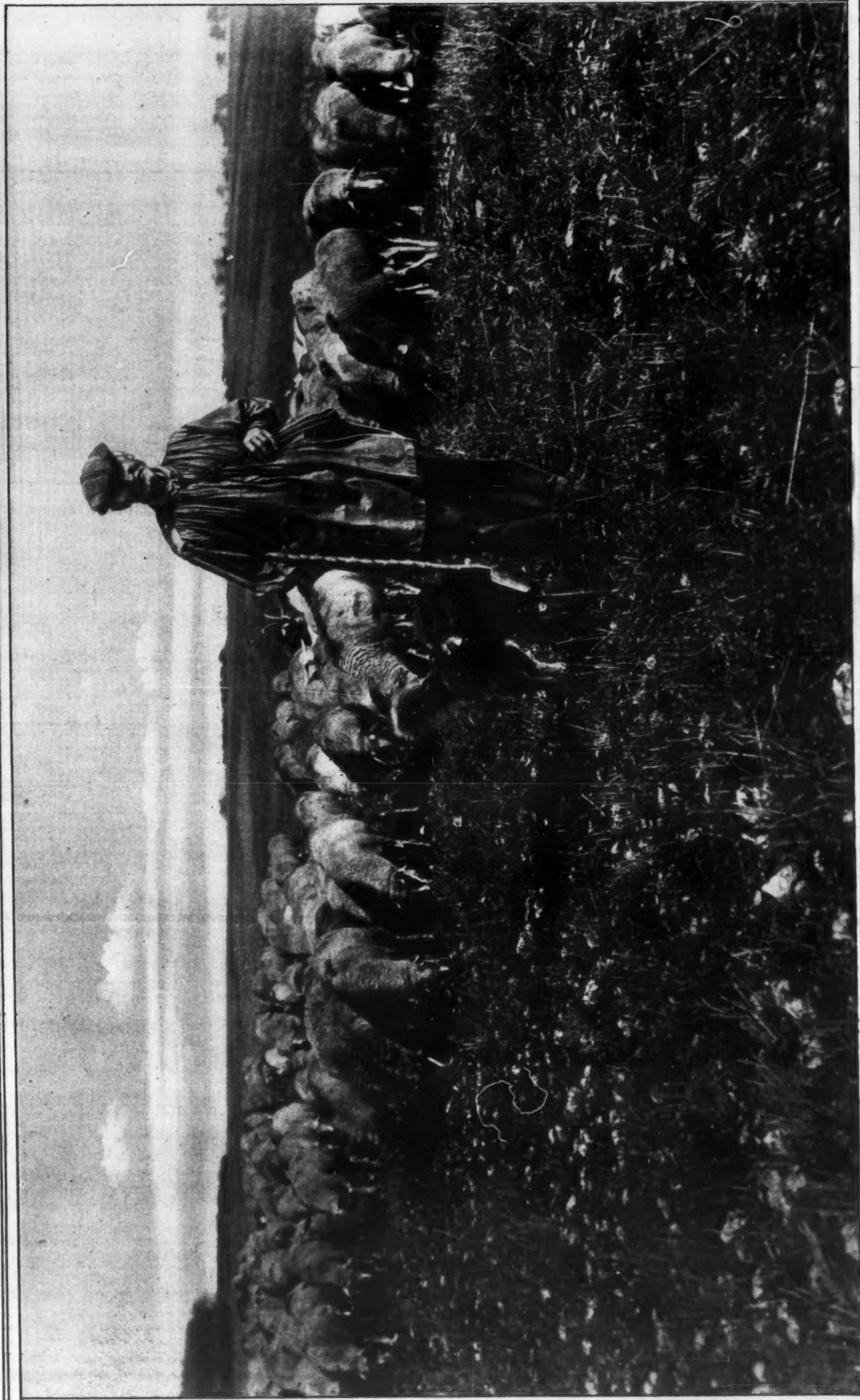


NETS BEING LAID BY BRITISH SAILORS ON DRIFTERS TO CATCH SUBMARINES. THEY ARE SHACKLING ONE END OF A NET TO A BUOY.

(Photo Bain News Service.)

IN the fight to curb and check the German destruction of merchant shipping by submarines and mines the allied navies have developed a vast auxiliary service which in some respects is doing more important work than the battle fleets proper. Submarines are dealt with by fast destroyers and other small craft armed with long-range guns. But mines, with which the Germans strew the sea, are almost as great a cause of danger. The only way to get rid of them is to sweep them up, and here the trawling vessels with their nets do valuable work, which is also extremely perilous because the trawler itself is liable to strike a floating mine. The weekly figures issued by the British Admiralty do not specify how many ships are sunk by mines as distinct from those destroyed by submarines, but it is known that the submarine alone is not responsible for all the losses. Nets of a different type from those used by trawlers are laid for submarines, and in some cases it is said that these nets, made of steel, have been electrified. German submarine losses are not disclosed, but the British naval authorities claim they are very considerable.

A Contrast in Scenes in Rural France: Pastoral Peace and Martial Glory

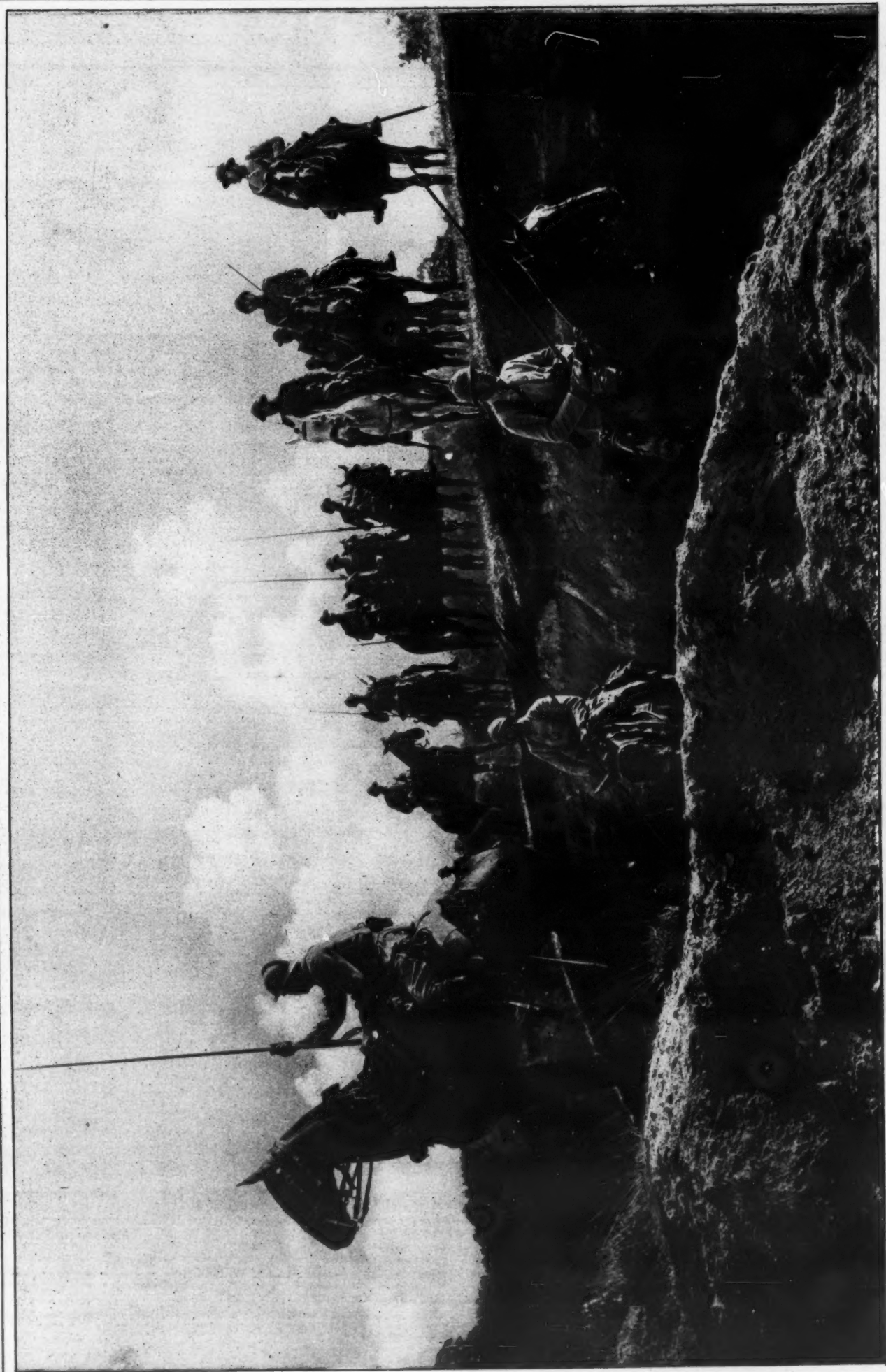


A FRENCH SHEPHERD WITH HIS FLOCK NOT FAR FROM THE FIRING LINE  
U.S. Bull. Committee on Public Information, from Kuntz & Co. (Sept.)



*A FRENCH SHEPHERD WITH HIS FLOCK NOT FAR FROM THE FIRING LINE*

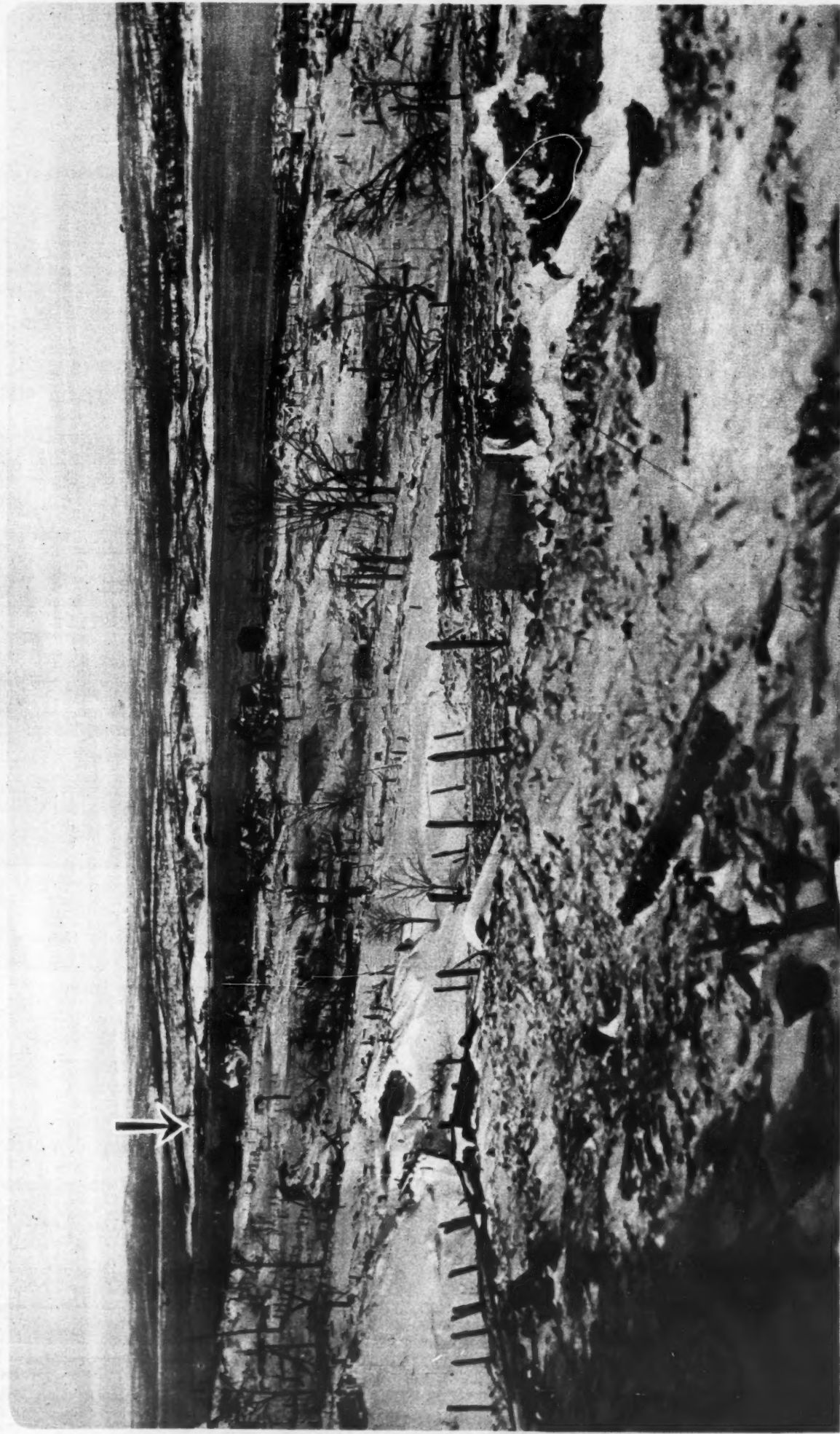
U.S. DUTY Committee on Public Information, from Kodak 3 1/2 x 4 1/2 (1)



*FRENCH CAVALRY ON PATROL DUTY AMID THE WOODS AND VALLEYS OF THE AISNE REGION*

(© Underwood & Underwood.)

Halifax Devasted by Explosion on Munition Ship in Harbor, Dec. 6, 1917



THE SCENE LOOKING ACROSS HALIFAX HARBOR TO DARTMOUTH AFTER THE EXPLOSION OF A SHIPLOAD OF MUNITIONS ON THE FRENCH LINE STEAMER MONT BLANC, WHICH COLLIDED WITH THE BELGIAN RELIEF SHIP T.M.C. THE T.M.C. (INDICATED IN PHOTOGRAPH BY ARROW) WAS THROWN SHOPEWARD BY THE TIDAL WAVE CAUSED BY THE EXPLOSION.

(© International Film Service.)



# Changes That Come When a Nation Is at War

At right in one of the many American plants which have been diverted from peace-time industry steel helmets are now being turned out in huge quantities for use by our soldiers when they begin active work in the trenches in France. The photograph shows the helmets being trimmed down into what is practically their final shape. Those on the right of the picture have gone through this process, while those on the left are about to be handled. Many soldiers' lives have been saved by the wearing of this kind of headgear.

(© Underwood & Underwood.)



At left — Gradually women are replacing men in the United States as they have in the warring countries of Europe. This photograph shows some of the first women who have been engaged as conductors on the Broadway surface cars in New York City. Not the least part of the change is from skirts and petticoats to garments usually worn by men.

(Photo Western Newspaper Union.)



The Post Office of New York City has begun to employ women as letter-carriers. They work eight hours a day six days a week, and are paid the same rate as men, namely, 35 cents an hour, or \$16.80 a week.

(Photo Western Newspaper Union.)



So that food may be saved to make good the shortage in the Allied countries, the United States Government has embarked upon an extensive publicity campaign of which the above is an example.

(© Underwood & Underwood.)

## French Naval Men Fighting on Land With Big Guns



TO ADD TO THE STRENGTH OF THE ARTILLERY ON THE FRENCH FRONT NAVAL MEN WITH BIG NAVAL GUNS HAVE BEEN SENT TO FIGHT ON LAND, AS SHOWN IN THE ABOVE PHOTOGRAPH.

(© Kadel & Herbert.)



## A Flashlight on Some Aspects of the War



The Harbor of Halifax, Nova Scotia, Before the Explosion.

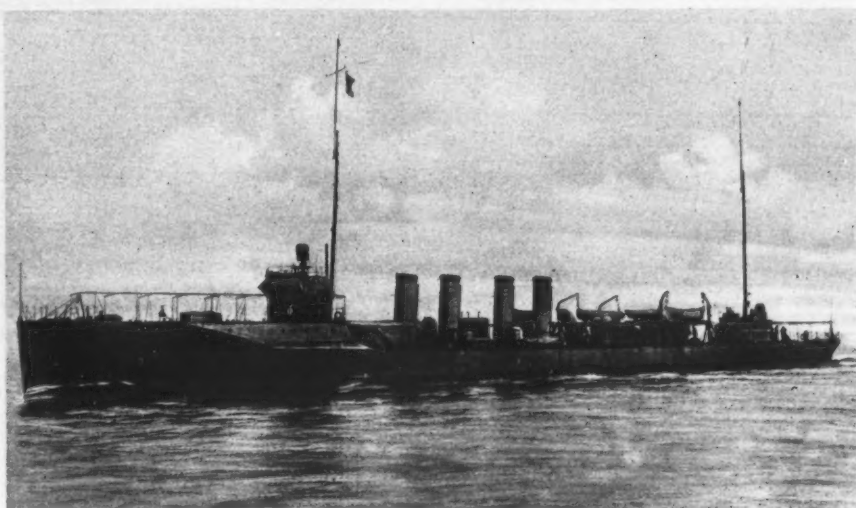
(© Underwood &amp; Underwood.)

**H**ALIFAX, a large part of which was wrecked on Dec. 6 by the blowing up of the French munition ship *Mont Blanc* in its harbor, in recent years had been winning considerable popularity as a Summer resort. Many Americans as well as Canadians had been attracted by its bracing climate, its sanitary conditions, the beauty of its surroundings, and the excellent opportunities it afforded for bathing, boating, and fishing. Since the beginning of the war Halifax had become the greatest British military and naval station on this side of the Atlantic. Its harbor, one of the finest in the world, six miles long and one mile broad, is big enough to shelter the whole British Navy, is open all the year, and affords easy access and safe anchorage to ships of any size. Its docking and railroad facilities represent an outlay of more than \$30,000,000 within the last eighteen months. In February 1917, after Germany announced that all ships, neutral or otherwise, would be sunk if caught entering a British harbor, Halifax was selected by the British Government as its main port of clearance, in place of Kirkwall, Scotland, which up to that time had been used for that purpose. The landing quay at Halifax is 2,000 feet in length, and contains six piers each 1,250 feet long. These have berths with a depth of 45 feet of water, sufficient to accommodate any ship now afloat, and with a total capacity of from 20 to 30 of the largest vessels. Before the explosion, Halifax also boasted a protective breakwater, freight houses, elevators, and all the necessary equipment for the economical transshipment of all kinds of freight from car to boat. The city is the Atlantic terminus of the Intercolonial, the Canadian Pacific, and several shorter lines of railway. The capital of the Canadian maritime province of Nova Scotia, Halifax was founded in 1749 by the English. It was named, not after the old English city in Yorkshire commonly supposed to be its namesake, but in honor of George Montagu, second Earl of Halifax (1716-1771), who was made president of the Board of Trade of Great Britain in 1748 and helped in the founding of the new city. In 1750 it supplanted Annapolis as the seat of government of the province. At the time of the Revolutionary War it was one of the chief British bases of supplies. Today it is an important military post, garrisoned by Canadian troops, and defended by eleven forts and batteries, one of which, the citadel, crowning the hill on which Halifax is built, was formerly one of the strongest fortified positions in North America. The city with its suburbs extends along the shore of a hill and covers an area about three miles long and one mile wide. It has many fine buildings, including the provincial Parliament house and library, a Government house, post office, customs house, admiralty house, military hospital, city hall, theatre, Nova Scotia Technical College, and the new buildings of Dalhousie University. There are many good schools in the town, which has all the modern improvements of electric light, street railways, good water supply, excellent sewerage system, and beautiful public gardens and fine parks. The population of

Halifax is about 50,000. It has enjoyed a large export trade in agricultural produce, lumber, apples, and fish. Among its industries are iron foundries, machine shops, a cotton mill, soap and boot and shoe factories, sugar refineries, and breweries.

**F**IRST American warship to be put out of commission by the enemy in the present conflict, the destroyer *Jacob Jones*, which was torpedoed and sunk in the war zone on the evening of December 6, with the loss of a large part of her crew, was the largest and one of the newest vessels of its class in the United States Navy. Built at the plant of the New York Shipbuilding Company, in Camden, N. J., the vessel was launched in May, 1915, and was turned over to the Government on February 10, 1916. She measured 315 feet 3 inches over all, 30 feet 6½ inches beam, 17 feet 7½ inches in depth, and had a draft of 9 feet 8½ inches. She burned oil, was driven by turbine engines, and had a speed of 29.57 knots an hour, with a displacement of 1,150 tons. Her fuel capacity was 200 tons. She was able to develop 17,000 horse-power. The peace time complement of the *Jacob Jones* was five officers, five petty officers, and eighty-seven men. According to current reports there were 108 officers and men on board when she was sunk. The *Jacob Jones* had been in commission less than a year when two attempts were made to sink her in American waters. On February 1, 1917, off the Delaware Capes, distress signals were sent out by the torpedo boat destroyer. They were answered by the steamship *Philadelphia*, which found the destroyer with her hold half full of water, her crew with life belts on, and the life boats over the side. It was reported that one of her sea-cocks had been damaged and that a machinist's mate had been put in irons. Temporary repairs were made and the destroyer started for

Philadelphia. On her arrival there she began to settle, and another examination revealed that several sea-cocks had been opened. It is a matter of pride to the Navy that, although her career was short, the *Jacob Jones* and her crew had won new honors for the service before an enemy torpedo sent her to the bottom. On October 19, last, the destroyer saved 305 persons from the *Orama*, a former Peninsular and Oriental liner which had been converted into an auxiliary British cruiser. The *Orama* had been torpedoed by a submarine while acting as part of a convoy of merchant vessels under escort of American destroyers. The *Jacob Jones* and another American destroyer attacked and sank the submarine, and when the *Orama* began to settle, after dark, and her crew abandoned her, the two American destroyers rescued the 478 men on board. The *Jacob Jones* picked up in the darkness and carried to safety 305 British seamen, and a letter from the commander of the *Orama* gave high praise to the courage and skill of the Americans. The lost destroyer was named for a brave American naval officer of earlier days. *Jacob Jones* was born near Smyrna, Del., in March, 1768; was graduated from the University of Pennsylvania, and entered the Navy as a midshipman in 1799. He was an officer on the *Philadelphia* when she was captured at Tripoli. In 1810 he was made commander, and when the war of 1812 broke out he was in charge of the sloop-of-war *Wasp*, in which he gained a victory. He commanded the *Macedonian* in Decatur's squadron, as post-captain. After the war he commanded the *Mediterranean* squadron; was a commissioner of the Navy Board, and later Governor of the Naval Asylum at Philadelphia. Congress voted him its thanks and a gold medal, and several of the States presented swords to him. He lived to the ripe old age of 82, and died in Philadelphia on August 3, 1850.

The U. S. Destroyer *Jacob Jones*. (© International Film Service.)

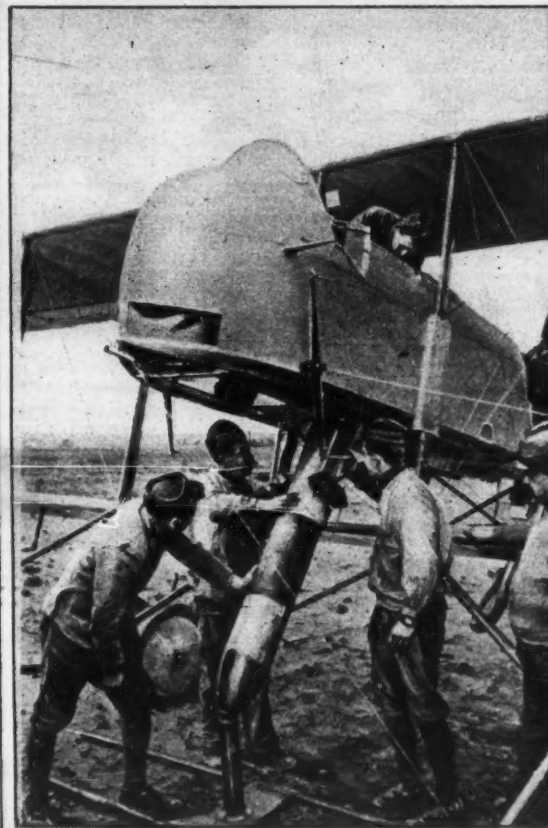
# A Bomb-Dropping Airplane Getting Ready for Action



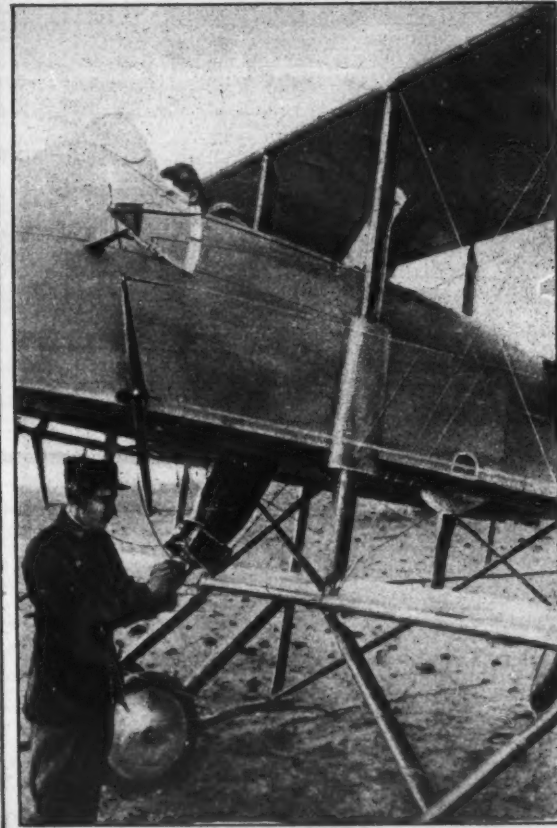
ADJUSTING THE REAR END OF THE TAIL-VANES INTO THE CIRCULAR APERTURE OF THE TUBE AT THE BOTTOM OF THE NACELLE



FITTING THE TAIL-VANES INTO POSITION FOR SLIDING THE BOMB UPWARDS INTO THE TUBE IN THE AIRPLANE.



INSERTING THE TAIL-VANES SO AS TO PASS SMOOTHLY UP THE TUBE TO THE LENGTH OF THE CYLINDRICAL BOMB-CHAMBER.



THE BOMB IS NOW LODGED COMPLETELY ON BOARD AND THE MECHANISM OF THE DETONATOR IN READINESS TO ACT ON CONTACT.

The way in which a bomb-dropping airplane gets ready for action is illustrated in the four photographs reproduced above. Although the machine shown is one used by the

French army, it does not differ in essentials from the type employed by the Germans. The huge aerial torpedo, the size of which can be realized in comparison with the men

handling it, is of the kind which have been dropped on London in large numbers. The detonator is fixed at the point, but the bombs are quite safe to handle in putting

on board because of a safety catch which is not released till the bomb is dropped. The tail-vanes in rear, shown uppermost in the photographs, are to insure that the bomb falls nose first.